

# TEXTS OF NAVAL, SUBSEA AND GAS TREATIES PRESENTED TO-DAY

## DIPLOMATS WHO SIGN NEW FIVE-POWER TREATY



CHARLES EVANS HUGHES



ARTHUR BALFOUR



Admiral Baron Tōmasaburō Katō



ALBERT SARRAUT

treaty probably had ever been negotiated.

"Obviously, it means an enormous saving of money," he said, "and the lifting of very heavy burdens from the people."

"This treaty absolutely ends the race in naval competition. At the same time, it leaves the security of the Powers unimpaired, but it means more. The best thing is the spirit manifested by which we were able to reach this conclusion."

"We are taking the greatest forward step to establish the reign of peace."

After Secretary Hughes concluded, M. Sarraut, head of the French delegation, declared adherence of France to the naval treaty was "sincere and confident."

"There are still mists hanging around and perhaps there may be some darkness left in which doubt, skepticism and after-thoughts may still be obscurely lurking," M. Sarraut said. "And this is precisely what should not be. It must not appear that this contract has been won from some of us through a kind of constraint and accepted against their own wishes."

M. Sarraut emphasized that the French delegation yielded when they felt they should yield and rested on the points where they had to do it.

### TEXT OF TREATY.

WASHINGTON, Feb. 1.—(The text of the five power naval armament limitation treaty follows:

#### DRAFT TREATY.

The United States of America, the British Empire, France, Italy and Japan:

Desiring to contribute to the maintenance of the general peace and to reduce the burdens of competition in armament;

Have resolved, with a view to accomplishing these purposes, to conclude a treaty to limit their respective naval armament, and to that end have appointed their plenipotentiaries, who, having communicated to each other their respective full powers, found to be in good and due form, have agreed as follows:

#### CHAPTER I.

General provisions relating to the limitation of naval armament:

Article I.—The contracting powers agree to limit their respective naval armament as provided in the present treaty.

Article II.—The contracting powers may retain respectively the capital ships which are specified in Chapter II, Part 1. On the coming into force of the present treaty, but subject to the following provisions of this article, all other capital ships, built or building, of the United States, the British Empire and Japan shall be disposed of as prescribed in Chapter II, Part 2.

U. S. RETAINS TWO SHIPS NOW BEING BUILT.

In addition to the capital ships specified in Chapter II, Part 1, the

## SHANTUNG TREATY GIVES BACK LANDS AND R. R. TO CHINA

Chinese Manager of Railway to Be Supreme—Cost to China 53,000,000 Gold Marks.

WASHINGTON, Feb. 1.—The Shantung treaty between China and Japan, consisting of eleven articles in addition to a number of annexes, provides for return by Japan to China of the territory and property in Shantung, as previously reported.

The Japanese agreed to turn over the Shantung Railway at a valuation of \$2,000,000 gold marks plus Japanese expenditures for permanent improvements, with allowances for depreciation, in return for Chinese treasury notes running fifteen years but redeemable within five years at the option of China.

The agreement for management of the railroad provided for a Chinese managing director, with a Japanese traffic manager subordinate and Chinese and Japanese chief accountants with joint powers. The Chinese managing director would have supreme control of the road.

Another provision declares that the Japanese Consulate, schools and shrines shall be retained by the Japanese.

The third article provides for withdrawal of Japanese troops from Shantung, especially on the railroad, and including Japanese gendarmes, as soon as possible, when the Chinese police are ready to take over the railway. It is stipulated that the Japanese troops' retirement will be effected by sections on the railway at dates to be arranged between Japanese and Chinese authorities. Entire withdrawal of Japanese troops is to be effected within three months, if possible, and not later than six months. The Japanese garrison at Tientsin is to be withdrawn within thirty days.

Article four of the treaty, dealing with maritime customs, provides that the Japanese shall return to China the customs house at Tientsin.

Article five covers the transfer of the Shantung Railway. To effect the transfer China and Japan are to appoint three commissioners to compose a joint railway commission which is to appraise the railway's actual value and arrange for its transfer in not

United States may complete and retain two ships of the West Virginia class, now under construction. On the completion of these two ships the North Dakota and Delaware shall be disposed of as prescribed in Chapter II, Part 2.

The British Empire may, in accordance with the replacement table in Chapter II, Part 2, construct two new capital ships not exceeding 35,000 tons (35,560 metric tons) standard displacement each. On the completion of the said two ships, the Thunderer, King George V., Ajax and Centurion shall be disposed of as prescribed in Chapter II, Part 2.

Article III.—Subject to the provisions of Article II, the contracting powers shall abandon their respective capital ship building programmes and no new capital ships shall be constructed or acquired by any of the contracting powers except replacement tonnage which may be constructed or acquired as specified in Chapter II, Part 2.

Ships which are replaced in accordance with Chapter II, Part 2, shall be disposed of as prescribed in Part 2 of that chapter.

Article IV.—The total capital ship replacement tonnage of each of the contracting powers shall not exceed in standard displacement, for the United States, 35,000 tons (35,560 metric tons); for the British Empire, 35,000 tons (35,560 metric tons); for France, 17,500 tons (17,780 metric tons); for Italy, 17,500 tons (17,780 metric tons); for Japan, 31,500 tons (32,040 metric tons).

Article V.—No capital ship exceeding 35,000 tons (35,560 metric tons) standard displacement shall be acquired by or constructed by, for or within the jurisdiction of any of the contracting powers.

GUN CALIBRES ARE LIMITED TO 16 INCHES.

Article VI.—No capital ship of any of the contracting powers shall carry a gun with a calibre in excess of 16 inches (406 millimetres).

Article VII.—The total tonnage for aircraft carriers of each of the contracting powers shall not exceed in standard displacement for the United States 135,000 tons (137,160 metric tons); for the British Empire, 135,000 tons (137,160 metric tons); for France, 60,000 tons (60,960 metric tons); for Italy, 60,000 tons (60,960 metric tons); for Japan, 81,000 tons (82,926 metric tons).

Article VIII.—The replacement of aircraft carriers shall be effected only as prescribed in Chapter II, Part 2, provided, however, that all aircraft carrier tonnage in existence or building on Nov. 12, 1921, shall be considered experimental, and may be replaced, within the total tonnage limit prescribed in Chapter VII, without regard to its age.

Article IX.—No aircraft carrier exceeding 27,000 tons (27,432 metric tons) standard displacement shall be acquired by, or constructed by, for or within the jurisdiction of any of the contracting powers.

However, any of the contracting powers may, provided that its total tonnage allowance of aircraft carriers is not thereby exceeded, build not more than two aircraft carriers, each of a tonnage of not more than 23,000 tons (23,428 metric tons) standard displacement, and in order to effect economy any of the contracting powers may use for this purpose any two of their ships, whether constructed or in course of construction, which would otherwise be scrapped under the provisions of Article IX.

Article X.—No aircraft carrier of any of the contracting powers shall carry a gun with a calibre in excess of eight inches (203 millimetres). Without prejudice to the provisions of Article IX, if the armament carried includes guns exceeding 6 inches (152 millimetres) in calibre, the total number of guns carried, except anti-aircraft guns and guns not exceeding 5 inches (127 millimetres) in calibre, shall not exceed 12. If, alternatively, the armament contains no guns exceeding 6 inches (152 millimetres) in calibre, the number of guns is not limited. In either case the number of anti-aircraft guns and of guns not exceeding 5 inches (127 millimetres) is not limited.

Article XI.—No vessel of war exceeding 10,000 tons (10,160 metric tons) standard displacement, other than a capital ship or aircraft carrier, shall be acquired by, or constructed by, for or within the jurisdiction of any of the contracting powers. Vessels not specifically built as fighting ships may be taken in time of need under Government control for fighting purposes, which are employed on their duties or as troop transports or in some other way for the purpose of assisting in the prosecution of hostilities otherwise than as fighting ships, shall not be within the limitations of this article.

Article XII.—No vessel of war of any of the contracting powers, hereafter laid down, other than a capital ship, shall carry a gun with a calibre in excess of 8 inches (203 millimetres).

MAY NOT BE REBUILT INTO VESSELS OF WAR.

Article XIII.—Except as provided in Article IX, no ship designated in the present treaty to be scrapped may be converted into a vessel of war.

Article XIV.—No preparations shall be made in merchant ships in time of peace for the installation of warlike armaments for the purpose of converting such ships into vessels of war other than the necessary stiffening of decks for the mounting of guns not exceeding 6 inches (152 millimetres) in calibre.

Article XV.—No vessel of war constructed within the jurisdiction of any of the contracting powers for a non-

limitations as to displacement and armament prescribed by the present treaty for vessels of a similar type which may be constructed by or for any of the contracting powers; provided, however, that the displacement for aircraft carriers constructed for a non-contracting power shall in no case exceed 27,000 tons (27,432 metric tons) standard displacement.

Article XVI.—If the construction of any vessel of war for a non-contracting power is undertaken within the jurisdiction of any of the contracting powers, such power shall promptly inform the other contracting powers of the date of the signing of the contract and the date on which the keel of the ship is laid; and shall also communicate to them the particulars relating to the ship prescribed in Chapter II, Part 2, section I (B), (1) and (2).

Article XVII.—In the event of a contracting power being engaged in war, such power shall not use as a vessel of war any vessel of war which may be under construction within its jurisdiction for any other power, or which may have been constructed within its jurisdiction for another power and not delivered.

Article XVIII.—Each of the contracting powers undertakes not to dispose by gift, sale or any mode of transfer of any vessel of war in such a manner that it may become a vessel of war in the navy of any foreign power.

FORTS AND NAVAL BASES TO REMAIN AS NOW.

Article XIX.—The United States, the British Empire and Japan agree that the status quo at the time of the signing of the present treaty, with regard to fortifications and naval bases, shall be maintained in their respective territories and possessions specified hereunder:

(1) The insular possessions which the United States now holds or may hereafter acquire in the Pacific Ocean, except (a) those adjacent to the coast of the United States, Alaska and the Panama Canal Zone, not including the Aleutian Islands, and (b) the Hawaiian Islands.

(2) Hongkong and the insular possessions which the British Empire now holds or may hereafter acquire in the Pacific Ocean east of the meridian of 110 degrees east longitude, except (a) those adjacent to the coast of Canada, (b) the Commonwealth of Australia and its territories and (c) New Zealand.

(3) The following insular territories and possessions of Japan in the Pacific Ocean, to wit: The Kurile Islands, the Bonin Islands, Amami-Oshima, the Looche Islands, Formosa and the Pescadore, and any insular territories or possessions in the Pacific Ocean which Japan may hereafter acquire.

The maintenance of the status quo under the foregoing provisions implies that no new fortifications or naval bases shall be established in the territories and possessions specified; that no measures shall be taken to increase the existing naval facilities for the repair and maintenance of naval forces, and that no increase shall be made in the coast defenses of the territories and possessions specified above. This restriction, however, does not preclude such repair and replacement of worn-out weapons and equipment as is customary in naval and military establishments in time of peace.

On the completion of the two ships of the West Virginia class and the scrapping of the North Dakota and Delaware, as provided in Article II, the total tonnage to be retained by the United States will be 525,550 tons.

Ships which may be retained by the United States:

Maryland, 22,600; California, 32,300; Tennessee, 32,300; Idaho, 32,000; New Mexico, 32,000; Mississippi, 32,000; Arizona, 31,400; Pennsylvania, 21,400; Oklahoma, 27,500; Nevada, 27,500; New York, 27,000; Texas, 27,000; Arkansas, 26,000; Wyoming, 26,000; Florida, 21,825; Utah, 21,825; North Dakota, 20,000; and Delaware, 20,000. Total tonnage, 560,550.

On the completion of the two ships of the West Virginia class and the scrapping of the North Dakota and Delaware, as provided in Article II, the total tonnage to be retained by the United States will be 525,550 tons.

Ships which may be retained by the British Empire:

Royal Sovereign, 23,750; Royal Oak, 23,750; Revenge, 23,750; Resolution, 23,750; Ramillies, 23,750; Malaya, 23,750; Victoria, 23,750; Blenheim, 23,750.

Queen Elizabeth, 27,500; Warspite, 27,500; Benbow, 25,000; Empress of India, 25,000; Iron Duke, 25,000; Marlborough, 25,000; Hood, 25,000; Renown, 25,000; Repulse, 25,000; Tiger, 25,000; Thunderer, 25,000; King George V., 23,000; Ajax, 23,000; and Centurion, 23,000. Total tonnage, 580,450.

On the completion of the two new ships to be constructed and the scrapping of the Thunderer, King George V., Ajax and Centurion, as provided in Article II, the total tonnage to be retained by the British Empire will be 553,950 tons.

Ships which may be retained by France:

Bretagne, 23,500; Lorraine, 23,500; Provence, 23,500; Paris, 23,500; France, 23,500; Jean Bart, 23,500; Courbet, 23,500; Condorcet, 18,390; Diderot, 18,390; and Voltaire, 18,390. Total tonnage, 231,170.

France may lay down new tonnage in the years 1927, 1929 and 1931, as provided in Part III, Section II.

Ships which may be retained by Italy:

Mutsu, 33,800; Nagato, 33,800; Hanga, 32,400; Ise, 31,250; Yamashiro, 30,400; Fuso, 30,400; Kishimo, 27,500; Haruna, 27,500; Hiyel, 27,500; and Kongo, 27,500. Total tonnage, 301,320.

Part 2.

Rules for scrapping vessels of war: The following rules shall be observed for the scrapping of vessels of war which are to be disposed of in accordance with Articles II, III and IV.

1. A vessel to be scrapped must be placed in such condition that it cannot be put to combatant use.

2. This result must be finally effected in any one of the following ways:

(a) Permanent sinking of the vessel.

(b) Breaking the vessel up. This shall always involve the destruction or removal of all machinery, boilers and armor, and all deck, side and bottom plating.

(c) Converting the vessel to target use exclusively. In such case, all the provisions of paragraph 3 of this part, except sub-paragraph 6, in so far as may be necessary to enable the ship to be used as a mobile target, must be previously complied with. Not more than one capital ship may be retained for this purpose at one time by any of the contracting powers.

(d) Of the capital ships which would otherwise be scrapped under the present treaty in or after the year 1921, France and Italy may each retain two sea-going vessels for training purposes exclusively, that is, as gunnery or torpedo schools. The two vessels retained by France shall be of the Jean Bart class, and of those retained by Italy shall be the Dante Alighieri, the other of the Guilio Cesare class. On retaining these ships for the purposes above stated, France and Italy respectively undertake to remove and destroy their conning towers and not to use the said ships as vessels of war.

SCRAPPING TO BE STARTED IMMEDIATELY.

III. (a) Subject to the special exceptions contained in Article IX, when a vessel is due for scrapping, the first stage of scrapping, which consists in rendering a ship incapable of further warlike service, shall be immediately undertaken.

(b) A vessel shall be considered incapable of further warlike service when there shall have been removed and landed, or else destroyed in the ship:

(1) All guns and essential portions of guns, fire-control tops and turrets, parts of all barbettes and turrets;

(2) All machinery for working hydraulic or electric mountings;

(3) All fire-control instruments and range-finders;

(4) All ammunition, explosives and mines;

(5) All torpedoes, war-heads and torpedo tubes;

(6) All wireless telegraphy installations;

(7) The conning tower and all side armor, or alternatively all main propelling machinery; and

(8) All landing and flying-off platforms and all other aviation appliances.

IV. The periods in which scrapping of vessels is to be effected are:

Principal dimensions, namely, length at water-line, extreme beam at or below water-line, mean draft at standard displacement, at time of completion.

(C) In case of loss or accidental destruction of capital ships or aircraft carriers, they may immediately be replaced by new construction subject to the tonnage limits prescribed in Articles IV, VII, and in conformity with the other provisions of the present treaty, the regular replacement programme being deemed to be advanced to that extent.

EXCEPTIONS TO BENEFIT FRENCH AND ITALIAN NAVIES.

(D) No retained capital ships or aircraft carriers shall be reconstructed except for the purpose of providing means of defense against air and submarine attack, and subject to the following rules: The contracting powers may, for that purpose, equip existing tonnage with bulge or blister or anti-air attack deck protection, providing the increase of displacement thus effected does not exceed 3,000 tons (3,048 metric tons) displacement for each ship. No alterations in side armor, in calibre, number or general type of mounting of main armament shall be permitted except:

(1) In the case of France and Italy, which countries within the limits allowed for bulge may increase their armor protection and the calibre of the guns now carried on their existing capital ships so as not to exceed 16 inches (406 millimetres); and

(2) The British Empire shall be permitted to complete, in the case of the Renown, the alterations to armor that have already been commenced but temporarily suspended.

With these scrapping provisions carried out at once, the naval powers will retain the following capital ships:

America—Maryland, California, Tennessee, Idaho, New Mexico, Mississippi, Arizona, Pennsylvania, Oklahoma, Nevada, New York, Texas, Arkansas, Wyoming, Florida, Utah, North Dakota, Delaware—a total of 500,550 tons; but the United States can complete two West Virginia type ships, whereupon she must scrap the North Dakota and Delaware, leaving her during the naval holiday with a total of 525,550 tons.

Britain—Royal Sovereign, Royal Oak, Revenge, Resolution, Ramillies, Malaya, Valiant, Barham, Queen Elizabeth, Warspite, Benbow, Emperor of India, Iron Duke, Marlborough, Hood, Renown, Repulse, Tiger, Thunderer, King George V., Ajax and Centurion—a total of 580,450 tons, with permission to construct now two new ships, followed by the scrapping of the Thunderer, King George V., Ajax and Centurion, thus giving her a holiday tonnage of 553,950.

Japan—Mutsu, Nagato, Hanga, Ise, Yamashiro, Fuso, Kishimo, Haruna, Ise, Kongo—a total of 301,320 tons.

Italy—Andrea Doria, Carlo Doria, Conte Di Cavour, Giulio Cesare, Leonardo Da Vinci, Dante Alighieri, Roma, Napoli, Vittorio Emanuele, Regina Elena—a total of 301,320 tons.

France—Bretagne, Lorraine, Provence, France, Jean Bart, Courbet, Condorcet, Diderot, Voltaire—a total of ten ships with 231,170 tons.

Similar tables are provided for France and Italy.

NOTE APPLICABLE TO ALL THE TABLES IN SECTION II.

The order above prescribed in which ships are to be scrapped is in accordance with their age. It is understood that when replacement begins according to the above tables, the order of scrapping in the case of the ships of each of the contracting powers may be varied at its option; provided, however, that such power shall scrap in each year the number of ships above stated.

Part 4.

Definitions.—For the purposes of the present treaty the following expressions are to be understood in the sense defined in this part.

Capital Ship.—A capital ship, in the case of ships hereafter built, is defined as a vessel of war, not an aircraft carrier, whose displacement exceeds 10,000 tons (10,160 metric tons) standard displacement, or which carries a gun with a calibre exceeding 8 inches (203 millimetres).

Aircraft Carrier.—An aircraft carrier is defined as a vessel of war, whose displacement exceeds 10,000 tons (10,160 metric tons) standard displacement designed for the specific and exclusive purpose of carrying aircraft. It must be so constructed that aircraft can be launched therefrom and landed thereon, and not designed as a vessel of war, not an aircraft carrier, whose displacement exceeds 10,000 tons (10,160 metric tons) standard displacement.

(1) The names of the capital ships and aircraft carriers to be replaced by new construction;

(2) The date of Governmental authorization of replacement tonnage;

(3) The date of laying the keels of replacement tonnage;

(4) The standard displacement in tons and metric tons of each new ship to be laid down and the principal dimensions, namely, length at water-line, extreme beam at or below water-line, mean draft at standard displacement.

(5) The date of completion of each new ship and its standard displacement in tons and metric tons, and the

Article X, as the case may be.

Standard Displacement.—The standard displacement of a ship is the displacement of the ship complete, fully manned, equipped and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions and fresh water for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel or reserve feed water on board.

TONNAGE BASED ON 2,240 POUNDS OR 1,016 KILOS.

The word "ton" in the present treaty, except in the expression "metric tons," shall be understood to mean the ton of 2,240 pounds (1,016 kilos).

Vessels now completed shall retain their present rating of displacement tonnage in accordance with their national system of measurement. However, a power expressing displacement in metric tons shall be considered for the application of the present treaty as owning only the equivalent displacement in tons of 2,240 pounds.

A vessel completed hereafter shall be rated at its displacement tonnage when in the standard condition defined herein.

### CHAPTER III.

Miscellaneous Provisions.

Article XXI.—If during the term of the present treaty the requirements of the national security of any contracting power in respect of naval defense are in the opinion of that power, materially affected by any change of circumstances, the contracting powers will, at the request of such power, meet in conference with a view to the reconsideration of the provisions of the treaty and its amendments by mutual agreement.

In view of possible technical and scientific developments, the United States, after consultation with the other contracting powers, shall arrange for a conference of all the contracting powers which shall convene as soon as possible after the expiration of eight years from the coming into force of the present treaty to consider what changes, if any, in the treaty may be necessary to meet such developments.

ACTION TO BE TAKEN IN THE EVENT OF WAR.

Article XXII.—Whenever any contracting power shall become engaged in a war which in its opinion affects the naval defense of its national security, such power may after notice to the other contracting powers suspend for the period of hostilities its obligations under the present treaty, other than those under Articles XIII, and XVII, provided that such power shall notify the other contracting powers that the emergency is of such a character as to require such suspension.

The remaining contracting powers shall in such case consult together with a view to agreement as to what temporary modifications, if any, should be made in the treaty as between themselves. Should such consultation not produce agreement, duly made in accordance with the constitutional methods of the respective powers, any one of said contracting powers may, by giving notice to the other contracting powers, suspend for the period of hostilities its obligations under the present treaty, other than those under Articles XIII, and XVII.

On the cessation of hostilities the contracting powers will meet in conference to consider what modifications, if any, should be made in the provisions of the present treaty.

PROVISIONS FOR TERMINATION OF THE TREATY.

Article XXIII.—The present treaty shall remain in force until Dec. 31, 1935, and in case none of the contracting powers shall have given notice two years before that date of its intention to have the treaty terminated, it shall continue in force until the expiration of two years from the date on which notice of termination shall be given by one of the contracting powers, whereupon the treaty shall terminate as regards all the contracting powers.

Such notice shall be communicated in writing to the Government of the United States, which shall immediately transmit a certified copy of the notification to the other powers and inform them of the date on which it was received. The notice shall be deemed to have been given and shall take effect on that date.

In the event of notice of termination being given by the Government of the United States, such notice shall be given to the diplomatic representatives at Washington of the other contracting powers, and the treaty shall be deemed to have been given and shall take effect on the date of the communication made to the said diplomatic representatives.

Within one year of the date on which a notice of termination by any contracting power shall have been given, the contracting powers shall meet in conference.

ASKS PROMPT ACTION ON RATIFICATION.

Article XXIV.—The present treaty shall be ratified by the contracting powers in accordance with their respective constitutional methods and shall take effect on the date of the deposit of all the ratifications, which shall take place at Washington as soon as possible.

The Government of the United States will transmit to the other contracting powers a certified copy of the proverbial of the deposit of ratifications.

The present treaty, of which the English and French texts are both authentic, shall remain deposited in the archives of the Government of the United States, and duly certified copies thereof shall be transmitted by that Government to the other contracting powers.

In faith whereof the above-named plenipotentiaries have signed the present treaty.

Done at the City of Washington this — day of — one thousand nine hundred and twenty-two.

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## OTHER TREATIES

### BAR SUBMARINES AND POISON GASES

Merchant Ships Protected From Unwarranted Attack by New Agreement.

WASHINGTON, Feb. 1.—Following are the texts of the resolutions banning the use of poison gas and unrestricted submarine warfare, previously adopted by the conference, which were incorporated in a separate treaty presented to the world at a plenary session of the Arms Conference today:

### SUBMARINE WARFARE.

The signatory powers desiring to make more effective the rules adopted by civilized nations for the protection of the lives of neutrals and non-combatants at sea in time of war, declare that among those which are following are to be deemed an established part of international law:

I. A merchant vessel must be ordered to submit to visit and search before it can be seized.

A merchant vessel must not be seized unless the crew and passengers have been first placed in safety.

II. Belligerent submarines are not under any circumstances exempt from the universal rules above stated, and if a submarine cannot capture a merchant vessel in conformity with these rules the lack of nations requires it to be destroyed from the air, and to permit the merchant vessel to proceed unmolested.

III. The signatory powers invite all other civilized powers to express their assent to the foregoing statement of established law so that there may be a clear public understanding throughout the world of the standards of conduct by which the public opinion of the world is to pass judgment upon future belligerents.

IV. The signatory powers recognize the practical impossibility of using submarines as commerce destroyers without violating, as they were violated in the recent war of 1914-191